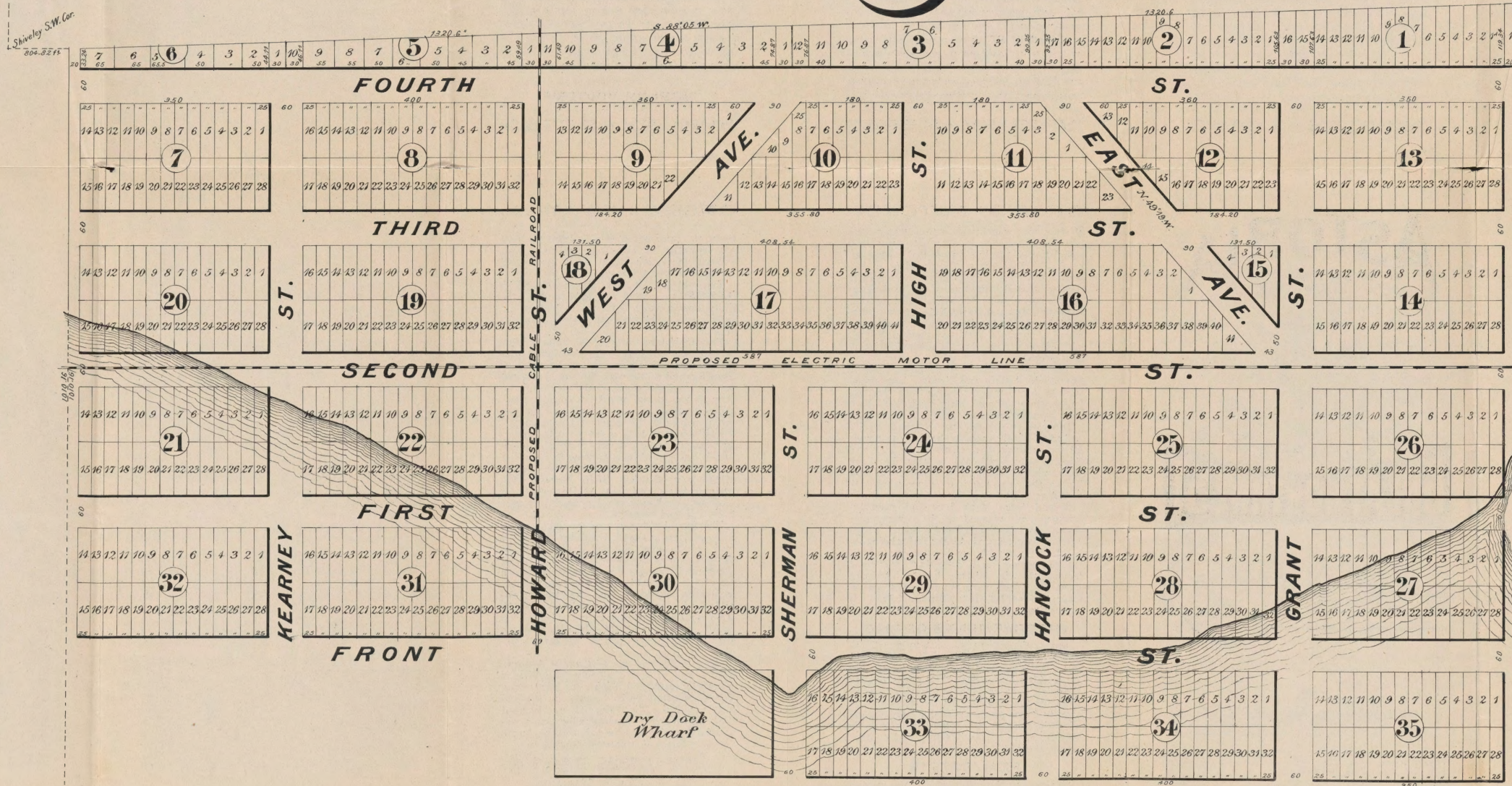


ST. LOUIS

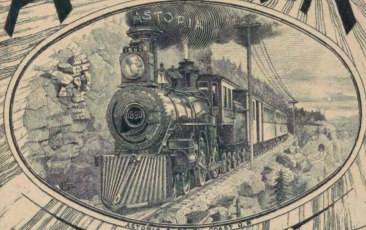
As laid Out & Recorded
BY
I.W. CASE Trustee.
JANUARY 1890.

BEING RIVER LOTS NOS 1 & 2 OF SECTION 17 T.8.N.R.3.W. WILLAMETTE MERIDIAN
CLATSOP COUNTY
OREGON.

Scale.



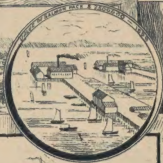
ASTORIA



ASTORIA - COAST RAILWAY CO.

THE SEAPORT OF THE GREAT NORTHWEST

LUMBER CUT 50,000,000 FT - 1889.



TONNAGE ENTERED AT ASTORIA 1889 - 461697



LIN LEWIS & DRYDEN PRY & CO. PORTLAND OR.

ASTORIA REAL ESTATE CO.

J. H. D. GRAY MANAGER.

INCORPORATED JULY, 1889. ASTORIA, OR.

CASE'S + ASTORIA.

ASTORIA HARBOR.

No harbor on the Pacific Coast possesses the advantages of Astoria. Its location only ten miles from the river's mouth makes it easy of access, and its waters being fresh, the *Teredo*, the pest and destroyer of vast amounts of ship, wharf and mill property in salt water harbors, is unknown at the mouth of the Columbia river.

The river at Astoria is from five to seven miles in width. Here hundreds of ships may safely ride at anchor, coming and going at less expense than would be incurred at any other port on the Pacific coast if not in the whole world. The following statement, taken from the published tariff of the tug boat companies of the various ports will show at a glance the advantages possessed by Astoria as a seaport:

FOR A 1,300 TON VESSEL.

Port.	Distance from Sea.	Towage In and Out.
Astoria.....	10 Miles,	\$200
San Francisco.....	10 "	380
Port Townsend.....	90 "	300
Portland.....	116 "	500
Seattle.....	126 "	400
Tacoma.....	152 "	500

The harbor or bay anchorage is only four miles and the harbor limits of Astoria are but ten miles from the ocean. The area of anchorage grounds from Sand Island to Tongue Point, above the city, is from two and one-half to three miles wide and ten miles long.

The splendid results of the government jetty, which has been constructed from Fort Stevens three and one-half miles out into the ocean in a westerly direction, has given from thirty-four to thirty-six feet of water at high tide and an average of seven feet less at low tide across the Columbia river bar, and the depth is becoming greater each day as the jetty is extended further seaward. The pur-

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pose and recommendation of the United States Engineers contemplate building the jetty one mile further during 1890. This work will narrow the mouth of the river from five to three miles and will insure **35 to 40** feet of water at extreme low tide. The accidents traceable to the Columbia river bar have been greatly exaggerated and the record of marine disasters prove that in proportion to the number of ships entering and leaving this port we do not have one where they show three or more occur at the entrance and on Puget Sound or San Francisco harbors. With these facts before us, it cannot be denied that ***Astoria is the most accessible and the safest harbor on the coast.***

THE CITY OF ASTORIA.

Astoria, a city of 10,000 inhabitants, is situated on the south bank of the Columbia river, ten miles from the Pacific Ocean.

The principal portion of the city is built upon the north side of a peninsula extending east and west three miles and averaging one and a half miles in width. The land rises gradually from the shores of the Columbia to a height of nearly two hundred and fifty feet and then slopes gently southward to Young's Bay and river. Many fine residences, schools and churches adorn the northern hillside while the business streets and water front are occupied by stores, docks, warehouses, saw mills, canneries, foundries and other manufactories,

The climate is all that could be desired, having neither the rigorous winters nor the scorching summers of the Eastern States. During the year 1889 the lowest temperature was 25° and the highest 84°.

The fresh sea breeze makes it a most delightful resort during the summer, and

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thousands of people living in the interior visit the city during the warm weather to recuperate their health and enjoy the exhilarating atmosphere of *Oregon's seaport*.

Astoria has three miles of street railway in operation, and a franchise has been granted for ten miles of cable road for which a subsidy of \$100,000 has been subscribed. A motor line four miles in length is now being constructed.

The city is lighted by electricity and gas, and has an excellent system of water works which furnish an abundant supply of the purest water.

COMMERCIAL ADVANTAGES.

Astoria being *300 miles nearer San Francisco, the Sandwich Islands, Australia and all Atlantic Ports, both domestic and foreign*, than the cities on Puget Sound, ships seeking cargoes of lumber, grain or other products, by entering this port save six hundred miles, with all the attendant delay, danger and expense of a trip to the Sound. It is the natural distributing point for the vast basin of the Columbia river and its tributaries, with its unparalleled resources for agricultural, horticultural, forest, coal and mineral wealth, comprising the greater part of Western Oregon and Washington and all of the eastern portion of these States and Idaho.

During the year 1889 the records show that the value of shipments cleared at the Astoria custom house amounted to \$6,215,362, and the tonnage of steam and sailing vessels for the same period was 461,697.

The value of the salmon pack during 1889 amounted to \$2,500,000.

RESOURCES.

SALMON.—There are nineteen canneries at Astoria, representing an investment of over \$2,000,000. Their annual product is valued

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at from \$2,500,000 to \$3,000,000. More than 3,000 men are employed in this industry.

LUMBER.—The heavy demand for lumber renders it impossible for the three mills situated at this point to fill their orders. The enormous quantity of timber in the immediate vicinity and the ease with which it is floated down the river and its tributaries to the mills, make it possible to manufacture much more cheaply than on Puget Sound.

The two box factories located here are crowded with orders and are kept running day and night during a great portion of the year.

COAL.—Rich coal fields lie in the immediate vicinity and in the Nehalem valley and with the completion of the Astoria & South Coast Railroad, which passes directly through them, large mines will be opened up and furnish a superior article of fuel.

IRON ORE.—Immense deposits of iron lie along the line of the projected railroads and but await the coming of capital and transportation facilities to yield rich returns for their development.

TRANSPORTATION FACILITIES.

The greatest drawback to Astoria in the past has been the entire reliance placed on the magnificent Columbia and her close proximity to the sea. Her merchants and business men having communication with all parts of the world, with the finest river and ocean steamers, felt little need for the services of the "iron horse." But the interior and surrounding country filling up with surprising rapidity, the demand of inland cities for rail connection with an *unobstructed seaport* became stronger daily. Then capital, which always responds to the demand of profitable trade, projected the various railroads to this city.

To-day there is under construction the Astoria & South Coast Railroad from Astoria to Hillsboro, where it will connect with the Southern Pacific, and is to be completed by September, 1891. On May 9, 1890, a subsidy

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of \$200,000 was raised within twenty-four hours by the citizens of Astoria to insure the completion of the line and formally accepted by C. P. Huntington, the president of the Southern Pacific. This action demonstrates the fact that the building of the road is an absolute certainty. The Albany and Astoria, traversing the coast via the Nehalem and Tillamook bays, then turning eastward to Albany, where it connects with the Oregon Pacific, which is said to be a branch of the Chicago & Northwestern.

The Union Pacific, having large property interests in Astoria and vicinity, have promised to have trains running into the city before those of any other road, and have already made a survey.

It is safe to say that the Northern Pacific will tread closely upon the heels of its powerful and enterprising rival, the U. P., and enter this city at an early date, as they have but sixty miles to cover. Thus Astoria will soon become the ocean terminus of four transcontinental railroads.

Several large steam boat and steamship companies are engaged in the commerce of Astoria with Portland, San Francisco, Gray's Harbor, Puget Sound, Alaska and other ports, besides innumerable smaller steamers plying the various bays and rivers in this vicinity, leaving the city wharves hourly. Arrangements have been perfected for a fast line of steamers from Astoria to China and Japan in connection with the Union Pacific Railway.

IMPROVEMENTS OF 1890.

During the present season Astoria will present a scene of wonderful activity in the building of Railroads and the projected huge Dry Docks, Ship Yards, Saw Mills and Cable and Electric roads on both the north and south sides of the Astoria Peninsula. Plans are already drawn for an unusually large number of residences and the only fear is that the capacity of the mills will prove inadequate to supply the demand for lumber.

REAL ESTATE.

A year ago the price of Astoria property was extremely low for a city situated as it is, and while it has never felt the inflation of a

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boom, the price of real estate within the past *six months* has advanced *100 per cent.* and will unquestionably be much more rapid during the present Season.

The subject of this sketch—**CASE'S ASTORIA**—located one mile south of the Union Pacific wharf, is known as the most desirable city addition yet placed upon the market.

The proprietors, knowing the value of this property, paid some time ago the highest price per acre ever paid up to the time of the purchase for land in this vicinity. It is situated on the southern slope of the peninsula on Young's bay at the mouth of Young's river, and presents an unsurpassed view of the picturesque country by which it is surrounded. It has excellent deep water frontage and a land-locked harbor, where river and ocean vessels can lie with safety during the heaviest gales. It is specially adapted for the erection of the *Dry Docks, Ship Yards, Machine Shops and Saw Mills*, which are projected, and only require time to arrange the details and complete.

The favorable location of this tract makes it the junction of the west Eighth street cable road and the motor line and headquarters for the ferry connecting Astoria with the Lewis, Clarke and Young's River peninsula, which contains the largest body of level land in this immediate vicinity. The projectors of the cable road have engaged grounds in **CASE'S ASTORIA** on which to erect their power house, and the munificent subsidy of \$100,000 already subscribed insures its early completion.

For a short time lots in *Case's Astoria* will be sold at the extremely low price of **\$200** for inside and **\$250** for corner lots. Terms, one half cash, balance in six and twelve months. This price will be advanced every fifteen days. Special inducements will be offered parties who intend building immediately. For further particulars apply to

ASTORIA REAL ESTATE CO.,

J. H. D. GRAY, MANAGER,

Astoria, Oregon.





CASE'S ASTORIA.